

# Workshop Agenda

6:00 PM	Welcome
6:05 PM	Updates
6:10 PM	Public Process Schedule
6:15 PM	Presentation
6:45 PM	Break-out Sessions
7:30 PM	Report on Discussions
7:55 PM	Conclusions/Next Steps



# Discussion Topics

Tonight: Off-Street Parking

April: On-Street Parking/Loading

- Commercial Vehicle Loading
- Parking in Commercial Business Districts
- Resident Parking
- Metered Parking

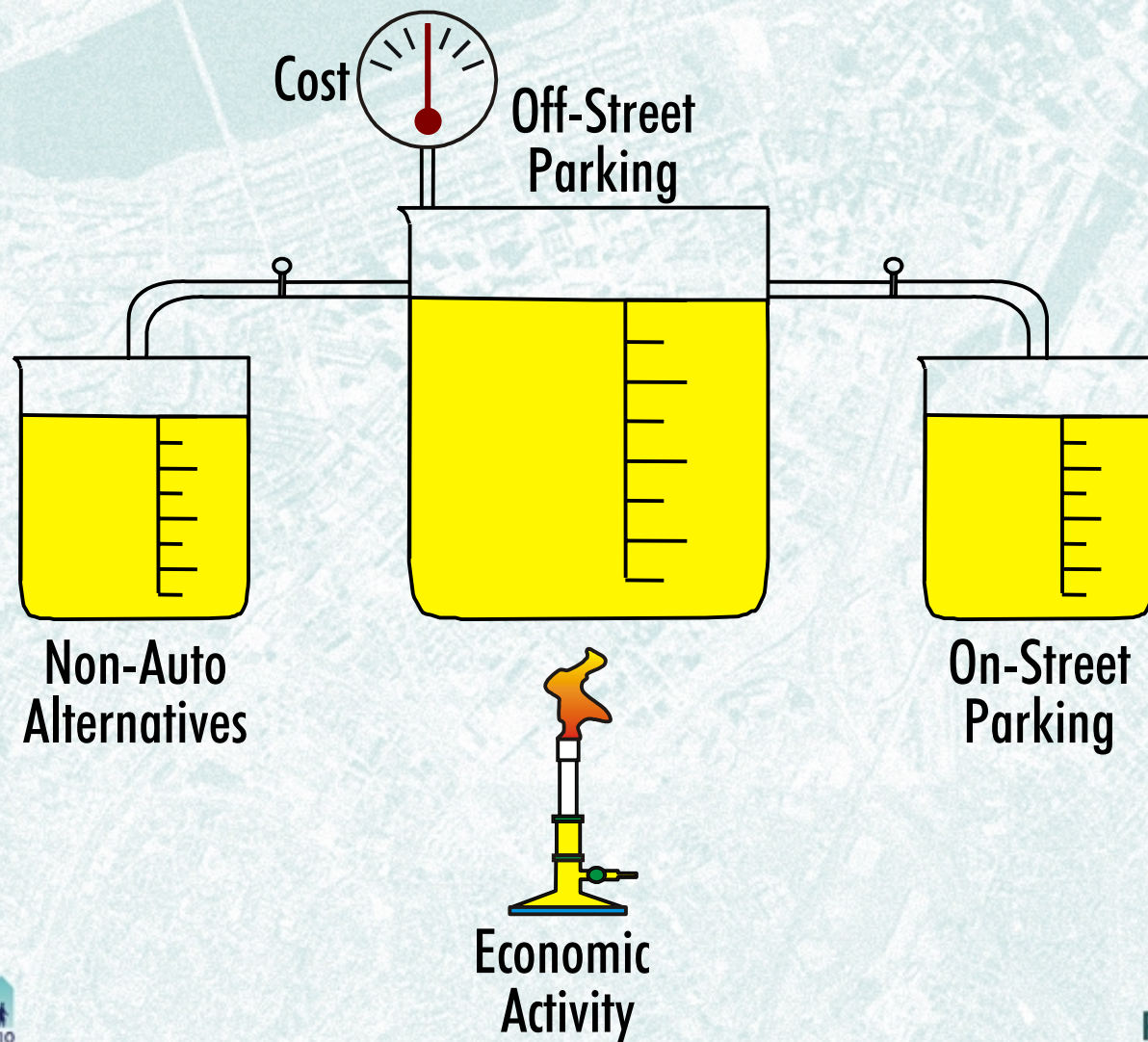


# Off-Street Parking

- Overview
- Off-Street Parking Inventory
- BTD Roles & Responsibilities
- Local and National Practices
- Future Policy Initiatives

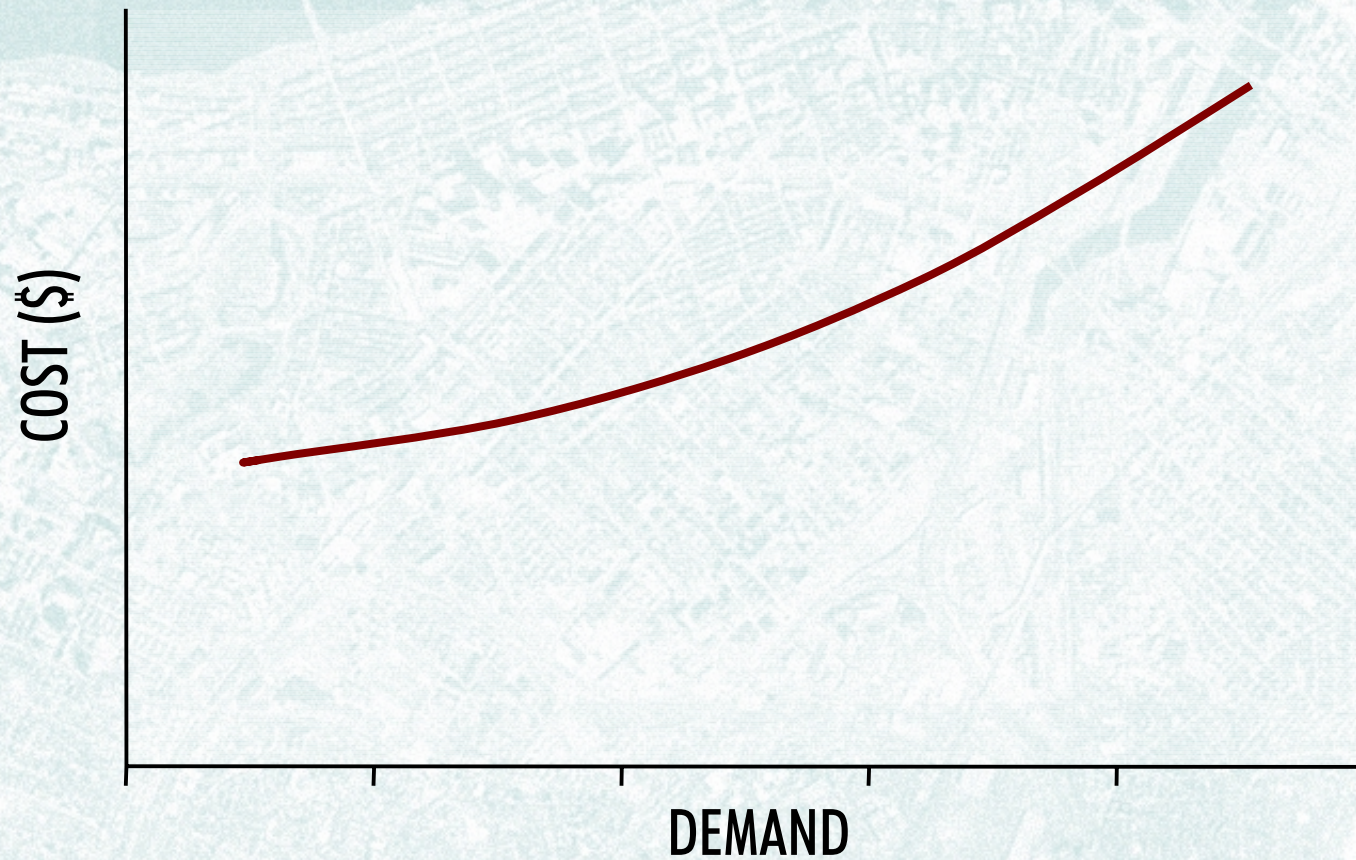


# The “Chemistry” of Parking





# Parking Rates Increase with Demand





# Competing and Complementary Off-Street Parking Demands

	DAYTIME	NIGHTTIME
Long-term (8+ Hours)	<ul style="list-style-type: none"><li>- Commuters</li><li>- Residents</li><li>- Convention Attendees</li></ul>	<ul style="list-style-type: none"><li>- Residents</li></ul>
Short-term ( <4 Hours)	<ul style="list-style-type: none"><li>- Shoppers</li><li>- Visitors</li><li>- Hospital Outpatient</li></ul>	<ul style="list-style-type: none"><li>- Restaurant (Valet)</li><li>- Entertainment</li><li>- Sports</li></ul>



# Boston's Off-Street Parking Approach

- Equitable distribution of benefits and impacts
- Reduction in off-street parking spaces per employee
- Relationship to capacity constraints of local transportation network
- Use of transit and alternative (non-auto) modes to reduce demand
- Parking at regional transit stations



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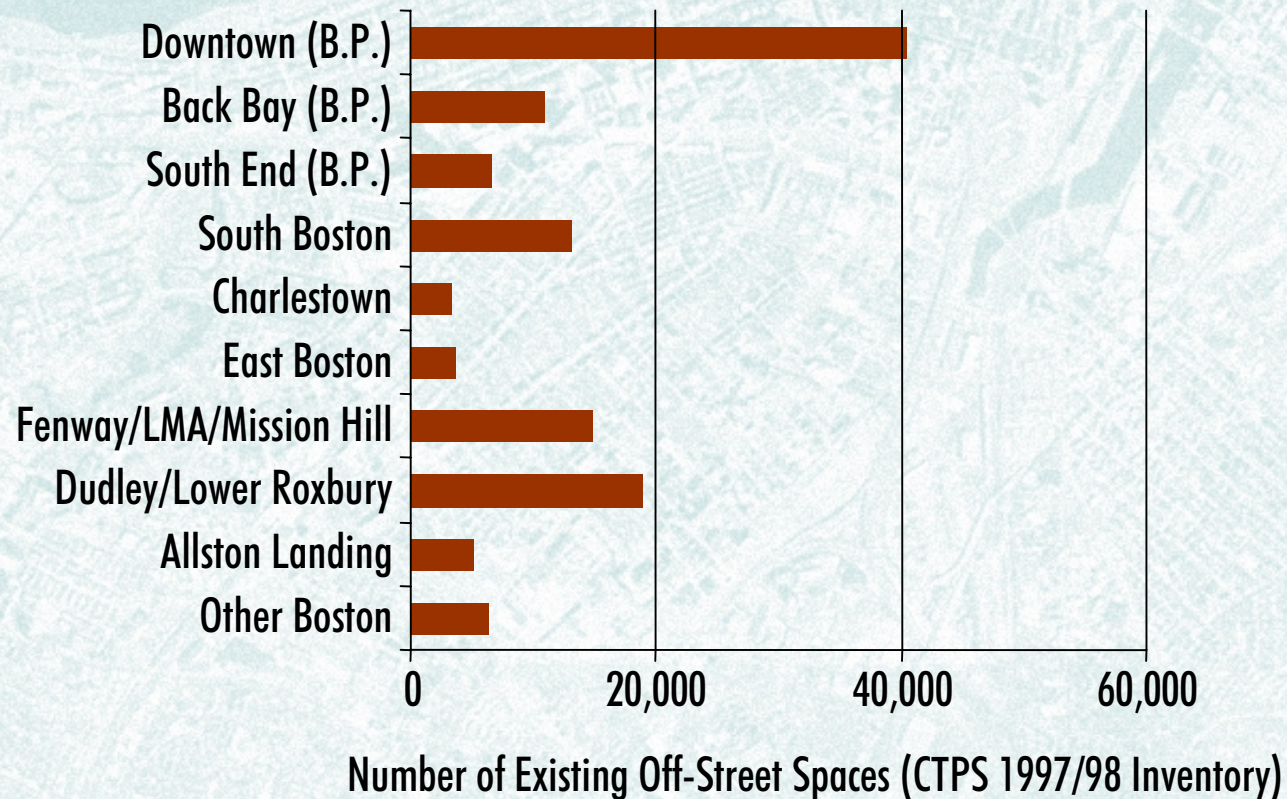


# Existing Off-Street Parking Inventory

- Inventory of Existing Off-Street Parking by CTPS in 1997/98
- 124,000 Total Off-Street Spaces In CTPS Study Area
- Additional Off-Street Parking Spaces outside the CTPS Study Area
  - Municipal (City-Owned) Lots
  - MBTA Commuter Parking

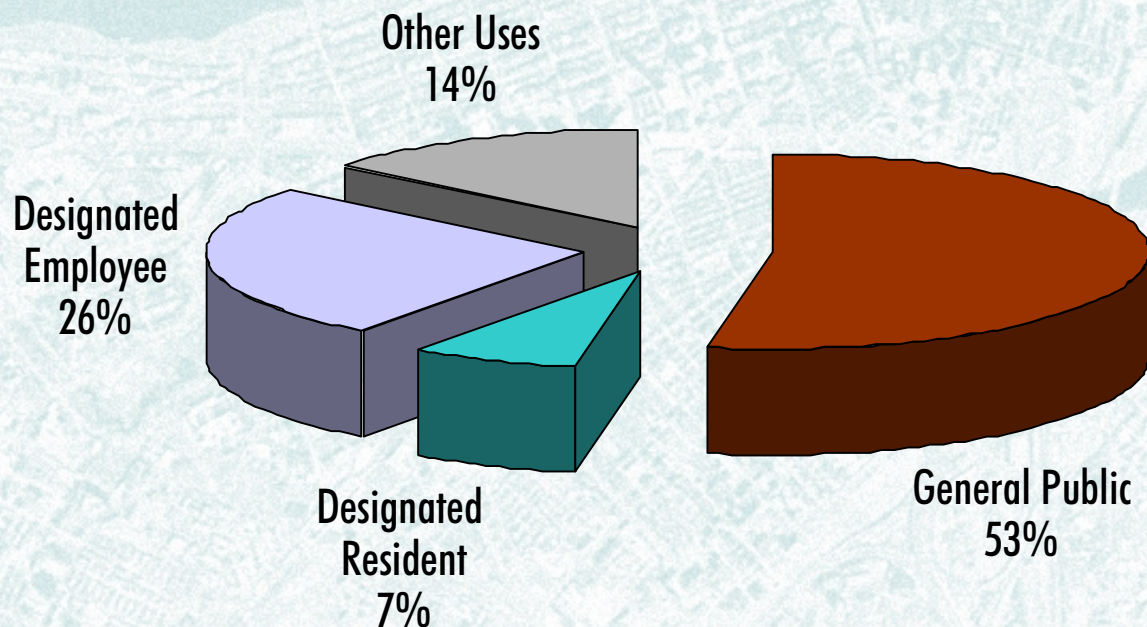


# One-Third of Existing Off-Street Spaces are in Downtown





# Almost One-Half of the Off-Street Spaces Have Designated Uses



CTPS 1997/98 Off-Street Parking Inventory

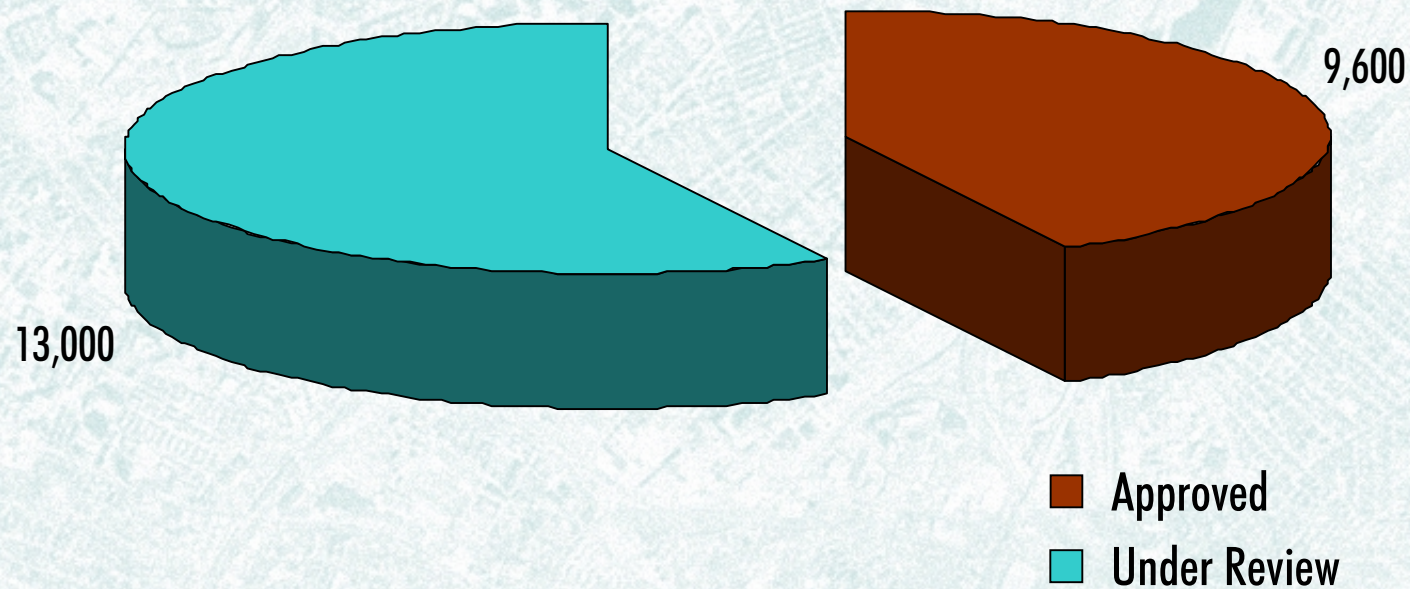


# BTD Estimate of Net New Off-Street Parking Spaces

- Projects by Geographic Area
- “Approved” Projects under Construction or with Permits
- “Review” Projects in Process or under Consideration (Likely Submittals)
- Inclusion Does NOT Imply Endorsement

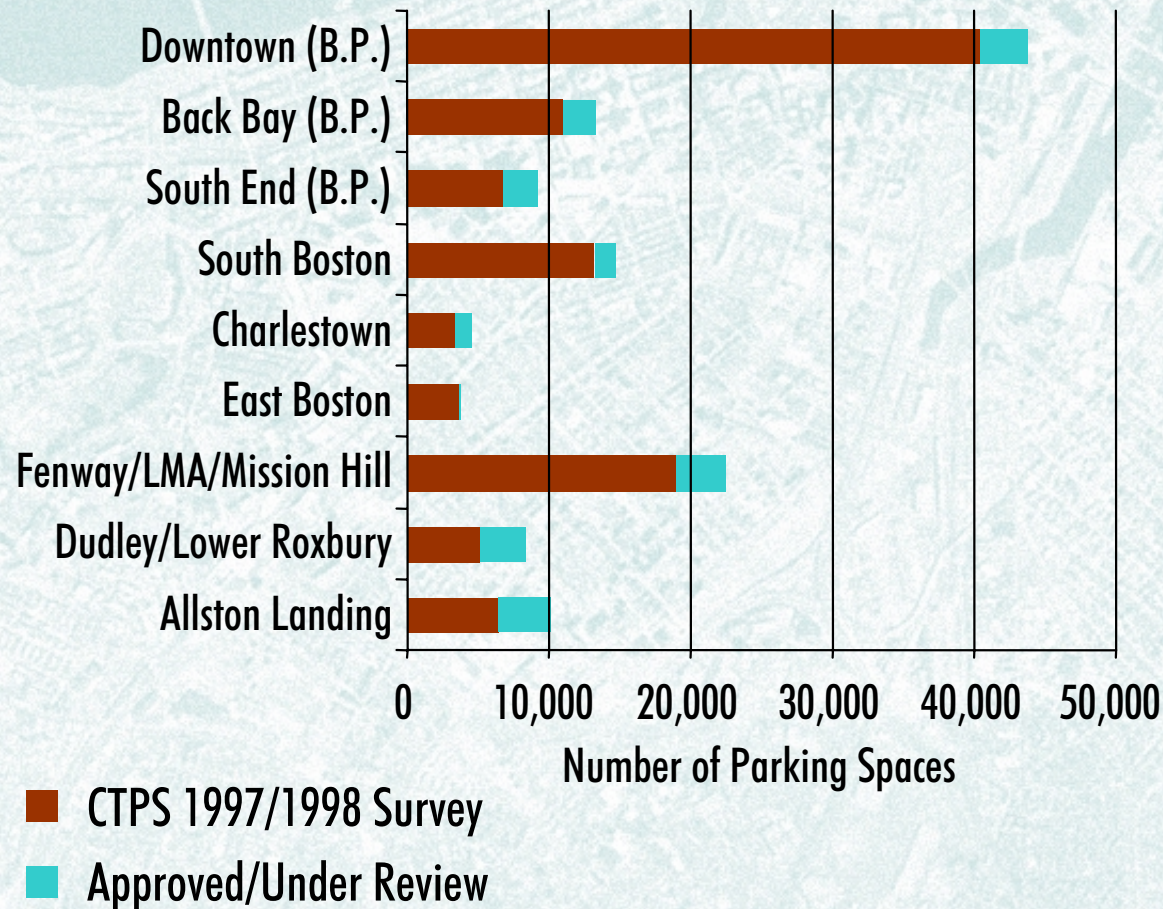


# Estimate of Net New Off-Street Spaces Approved or Under Review



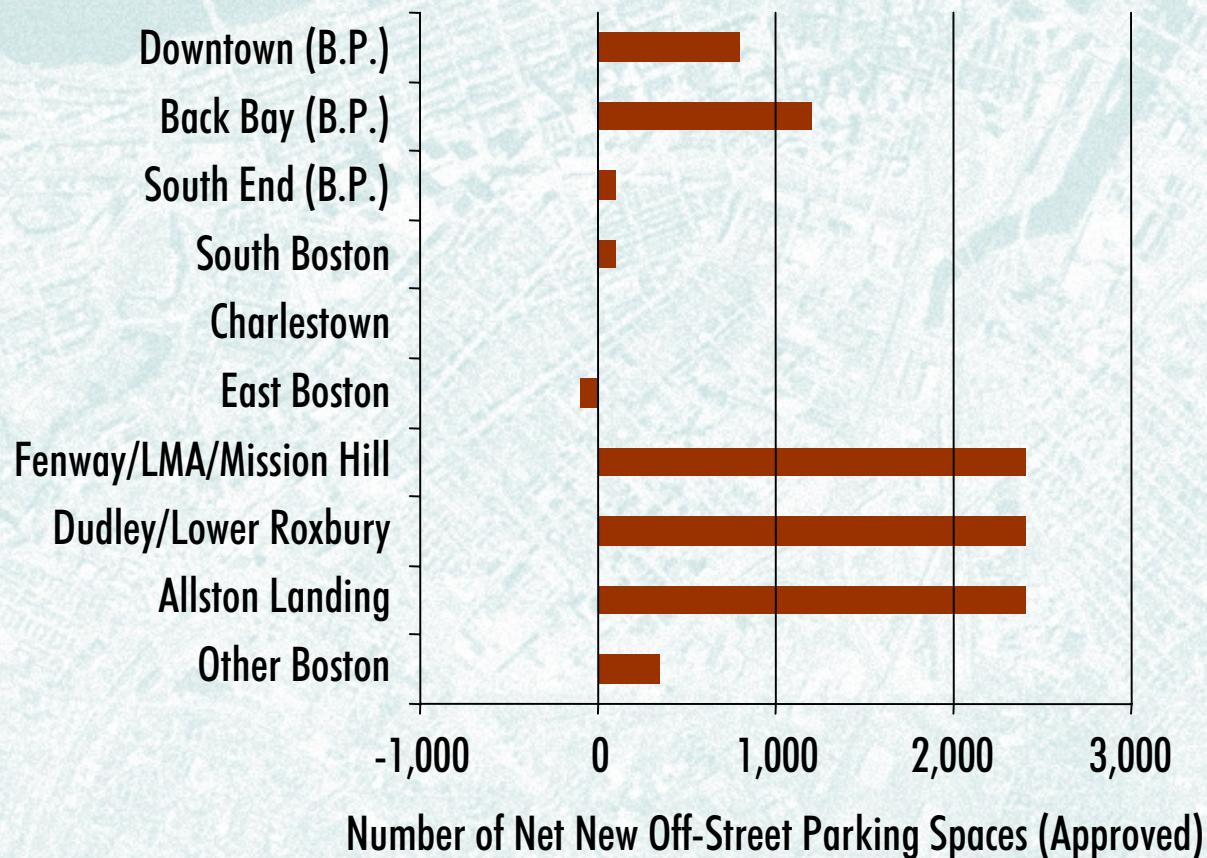


# Comparison of Existing and Future Net New Off-Street Parking Spaces



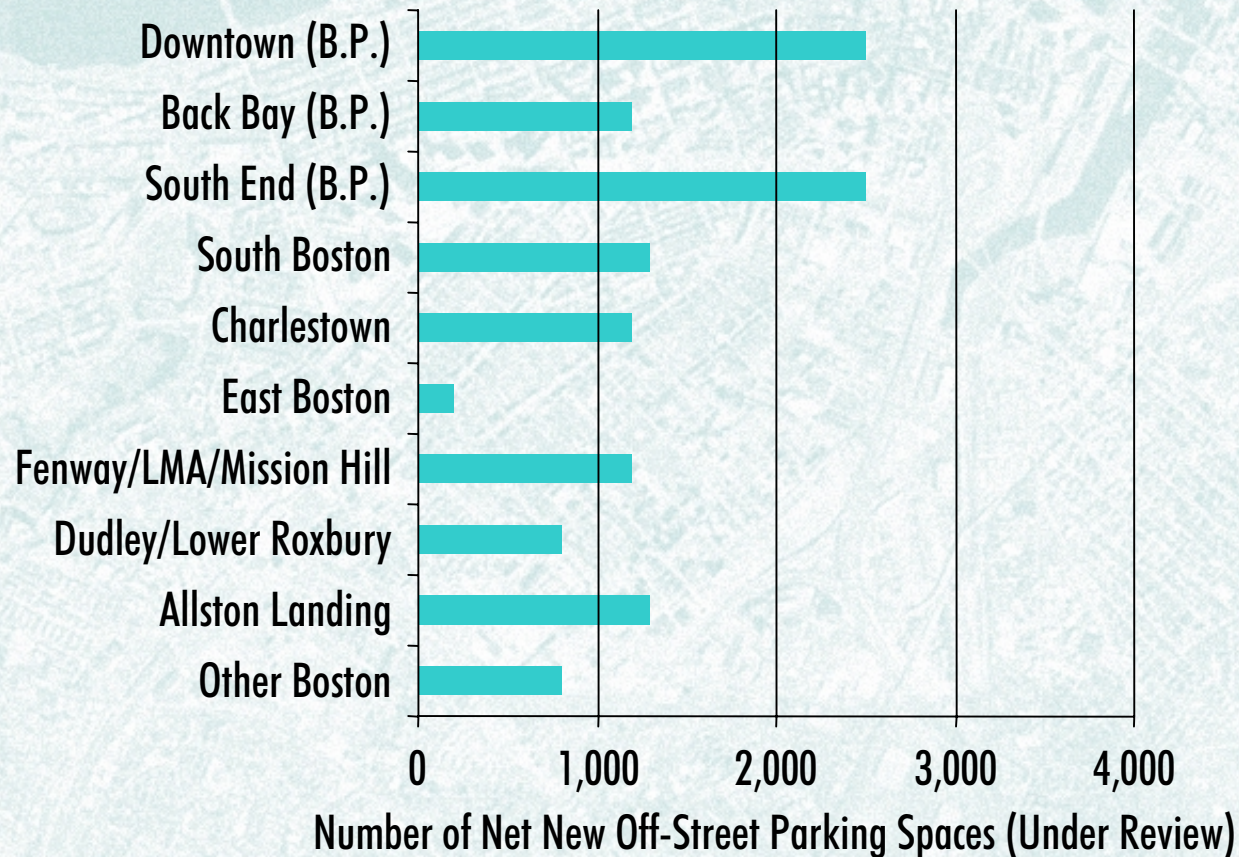


# 80% of Approved Net New Off-Street Spaces Are outside Boston Proper





# Half of Net New Spaces Under Review Are in Boston Proper





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# BTD Off-Street Parking Roles and Responsibilities

- Regulatory and Permitting Role
  - Transportation Access Plan Agreements
  - Open Air Lots (Spaces, Layout, Maintenance)
  - Parking Freezes
- Neighborhood Commercial Lots
  - 34 City-Owned Lots
  - 1,480 Spaces Free of Charge



# Examples of Municipal Off-street Downtown Parking Operations

## San Francisco (CA)

- City Operated
- Ten Garages with 11,400 Spaces
- Average 1 Hour Rate of \$1.80
- Average 4 Hour Rate of \$8.00

## Portland (OR)

- Association for Portland Progress (“Smart Park”)
- Six Garages with 3,400 Spaces
- \$0.95 per Hour for First Four Hours
- \$10.00 Maximum
- Two Garages with Electric Recharging



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# Examples of Regulatory Approaches to Manage Supply

- Cambridge Trip Reduction Ordinance
- Portland Transportation Management Plan
- Boston Parking Freezes



# Key Elements of Cambridge Approach

- Parking & Transportation Demand Management Plan
- Reduction in Single Occupancy Vehicle Use
- Evaluation of Development Proposals (Interim Planning Overlay Permit)



# Key Elements of Portland Approach

- Off-Street Parking Spaces per Capita to Reduce Vehicle Miles Travelled
  - 10-Percent Reduction over 20 Years
  - Metropolitan Area
- Local Zoning Approach
  - Maximum Parking Ratios
  - Carpool Spaces



# Boston Regulations/Requirements to Manage Parking Supply

- Parking Freezes
  - Downtown, South Boston, East Boston (BAPCC)
  - Logan Airport (Massport)
- Zoning
  - Restricted Parking Districts
  - Transportation Access Plans
  - District Rezoning

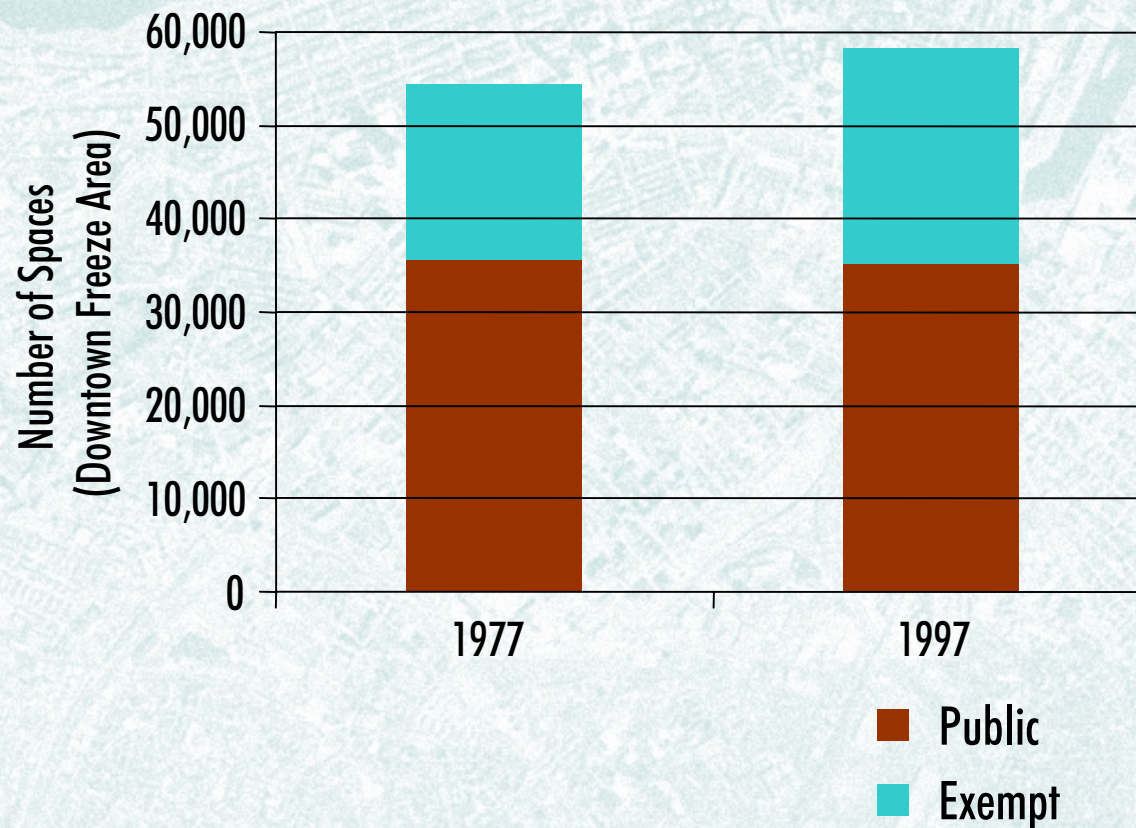


# Experience with Downtown Parking Freeze

- Boston Proper including Downtown, Back Bay, South End
- Limited Growth in Number of Off-street Spaces
- Higher Parking Rates Over Time
- Off-street Rates More Expensive Than On-street Meter Rates

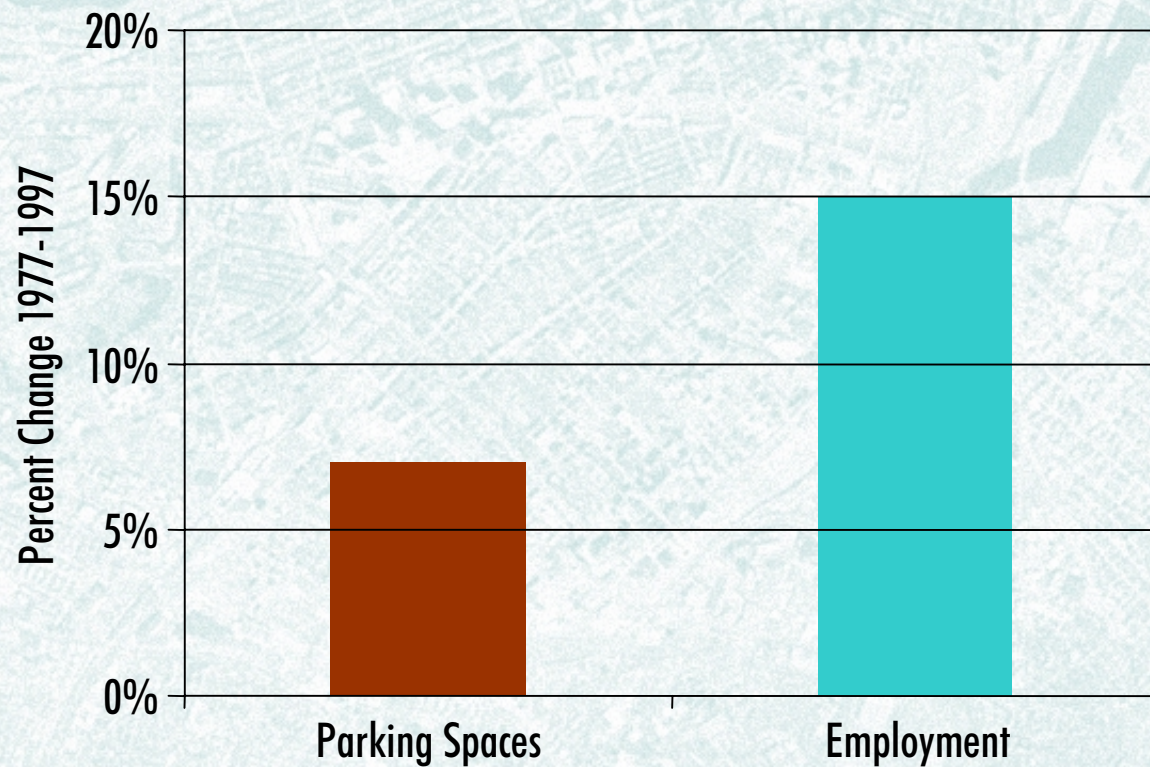


# Approximately 4,000 Additional Off-Street Spaces in 20 Years



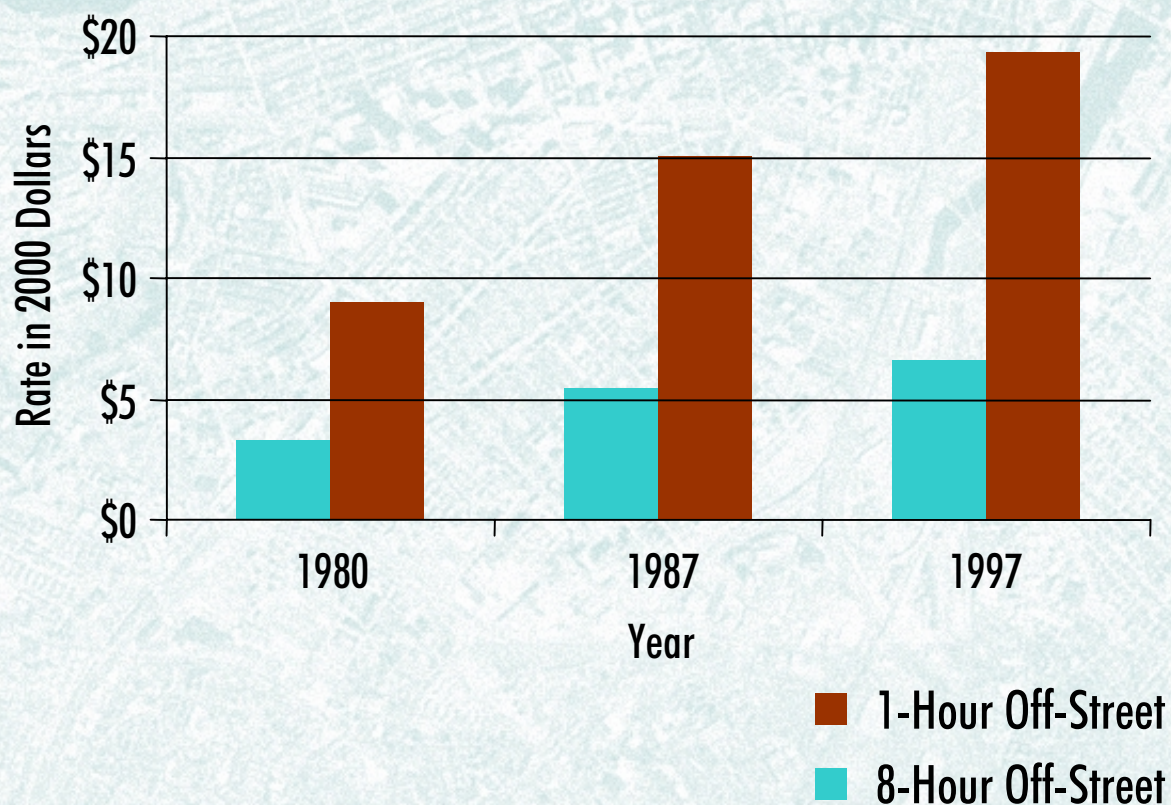


# Employment has Grown Faster than Off-street Parking



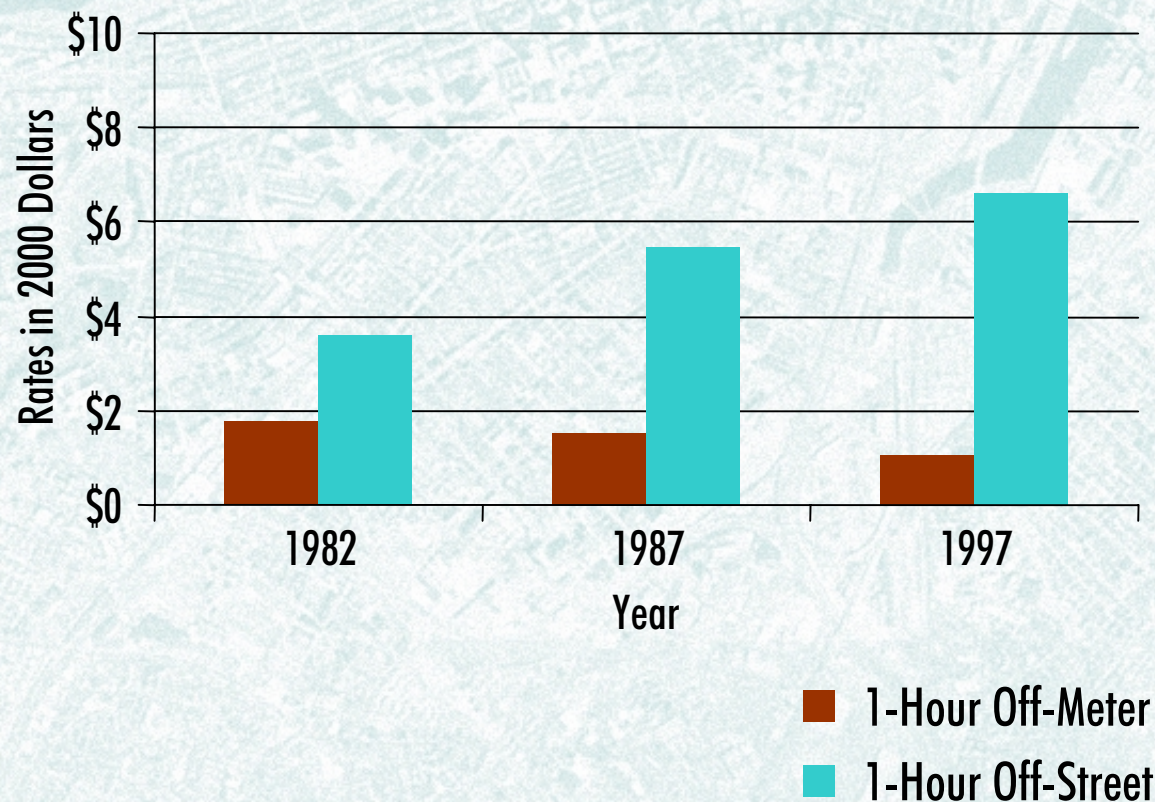


# Downtown Parking Rates Have Doubled Since 1980



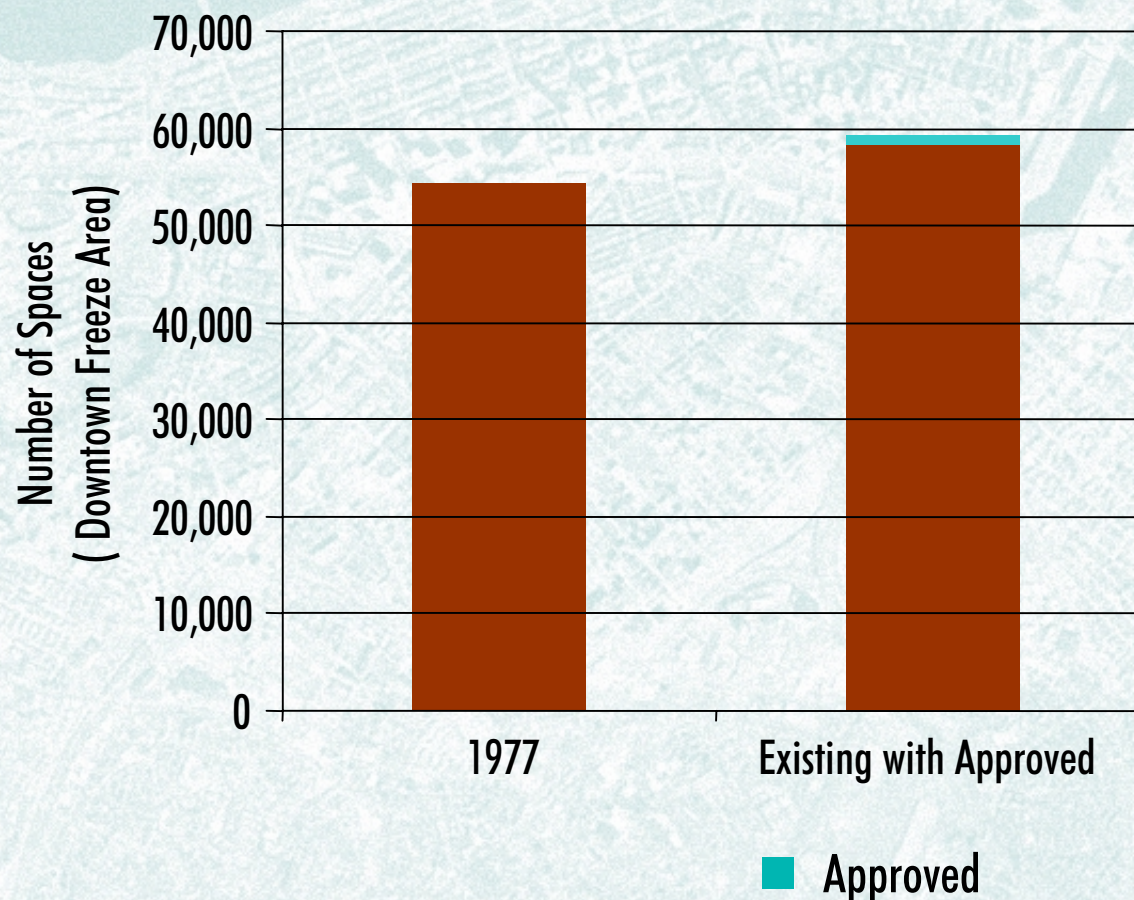


# Downtown Off-Street Parking Is 6-Times the Cost of Metered Parking



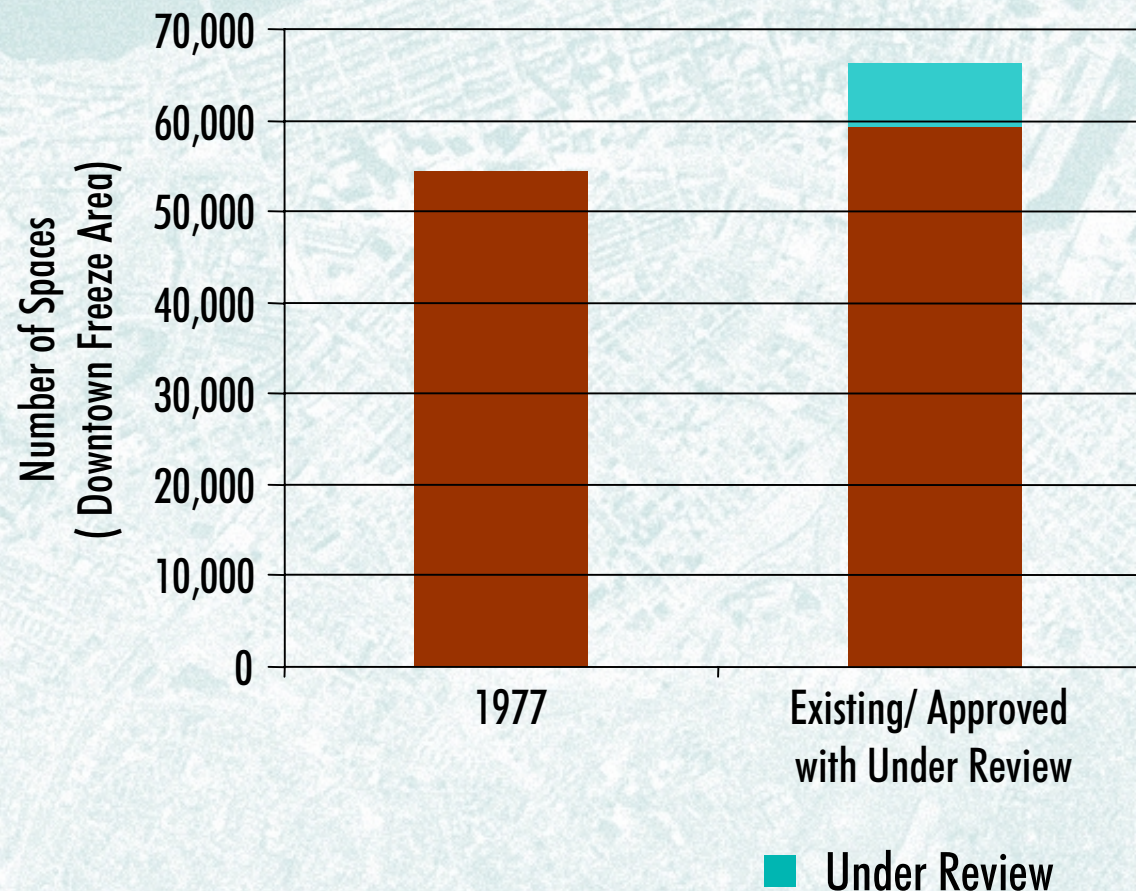


# Approved Projects Add 2-Percent to 1977 Base Inventory





# Projects Under Review Add 13-Percent to 1977 Base Inventory





# Strategies to Manage Off-street Parking Demand

- Demand Reduction Commitments in Transportation Access Plans
- Measures to Support the Use of Alternative (Non-Auto) Modes
- Private Transportation Demand Initiatives/Programs



# Transportation Access Plan Agreements

- Transportation Coordinator
- Transit Pass Sales and Subsidies
- Bicycle and Pedestrian Accommodations
- Participation in Transportation Management Associations



# City Support for Alternative (Non-Auto) Modes

- MBTA Advisory Board
- Bicycle Advisory Committee
- District Plans
- Access Boston Initiative



# Private Transportation Demand Initiatives/Programs

- CARAVAN for Commuters, Inc.
- Transportation Management Associations
- Other Private Transportation Demand Management (TDM) Initiatives



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# Policies to Manage Off-Street Parking Supply and Demand

- Reduce Parking Spaces per Employee
- Reduce Commuter Parking Demand
- Address Resident Parking Needs



# Reduce Parking Spaces per Employee

- Areawide Goals:
  - Relationship to Transit System (e.g., Urban Ring Area)
  - Parking Freeze and Restricted Parking Areas
- District Level Development Approaches:
  - Downtown: 0.4 spaces/1,000 sq. ft.
  - Fenway: 0.75 spaces/1,000 sq. ft.



# Reduce Commuter Parking Demand

- Transportation Access Plan Agreements
- Downtown Freeze Spaces
- Transit Service
- Bicycle Parking in New Development  
(Proposed Zoning Requirements)
- Private Sector Initiatives/Coordination



# Address Resident Parking Needs

- Coordination with On-Street Programs
- Management of Off-Street Supply
  - Shared Parking in New Development
  - Parking Ratios in New Residential Developments
- Demand Reduction Approaches
  - Innovative Programs (e.g., Car Sharing)
  - Non-auto Alternatives



# Conclusion: Off-Street Parking

- Break-out Session Discussion
  - Parking Demand Management
  - Parking Supply Management
  - CTPS Inventory Results
- Report on Discussion
- Define and Refine BTDD's Off-Street Parking Policies